

## Chapter 2 Goals and Policy



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### BACKGROUND

These goals and policies have been developed to guide the City's twenty year vision of transportation system needs. They are intended to replace the current transportation related goals and policies in the Tigard Comprehensive Plan (these can be found in the appendix of this report). Additionally, they build upon material developed in the visioning process from January, 1998<sup>1</sup>. State Transportation Planning Rule, Metro Functional Plan guidelines and the past comprehensive plan call for a more comprehensive and balanced approach to transportation policy, addressing walking, bicycling, transit, rail, truck and other modes as well as automobile travel.

These goals and policies are a result of widespread technical work by staff, Tigard Planning Commission, a Technical Advisory Committee and the consultant. Using input from the Planning Commission regarding their likes/dislikes about transportation in Tigard, goals and policies were developed.

The City of Tigard Draft Transportation System Plan (TSP) Goals and Policies consist of seven goals with related policies organized under each goal. The goals are simple, brief guiding statements which describe a desired result. The policies focus on how goals will be met by describing the types of actions that will contribute to achieving the goal. Figure 2-1 provides an outline of the relationship between goals, policies, actions and implementation. This Transportation System Plan addresses the top three elements identified in Figure 2-1. The existing City of Tigard goals in the Comprehensive Plan have been incorporated into these Goals and Policies, reflecting other regional policy from the state, region and adjacent jurisdictions.

Below many of the policies, the italic text represents a detailed description about the intent of the policy. While the italics provide the intent of the policy, they are not implementable as a land use action without inclusion in land use regulations.<sup>2</sup> The Draft TSP Goals and Policies are linked to mode maps provided in the City of Tigard TSP. The TSP includes master plan maps for motor vehicles, pedestrians, bicycles, transit and other modes.

In addition to the transportation related goals and policies, the goals & policies related to other elements of the Tigard Comprehensive Plan were reviewed in terms of both transportation and land use. Several modifications to these policies in other elements are also recommended.

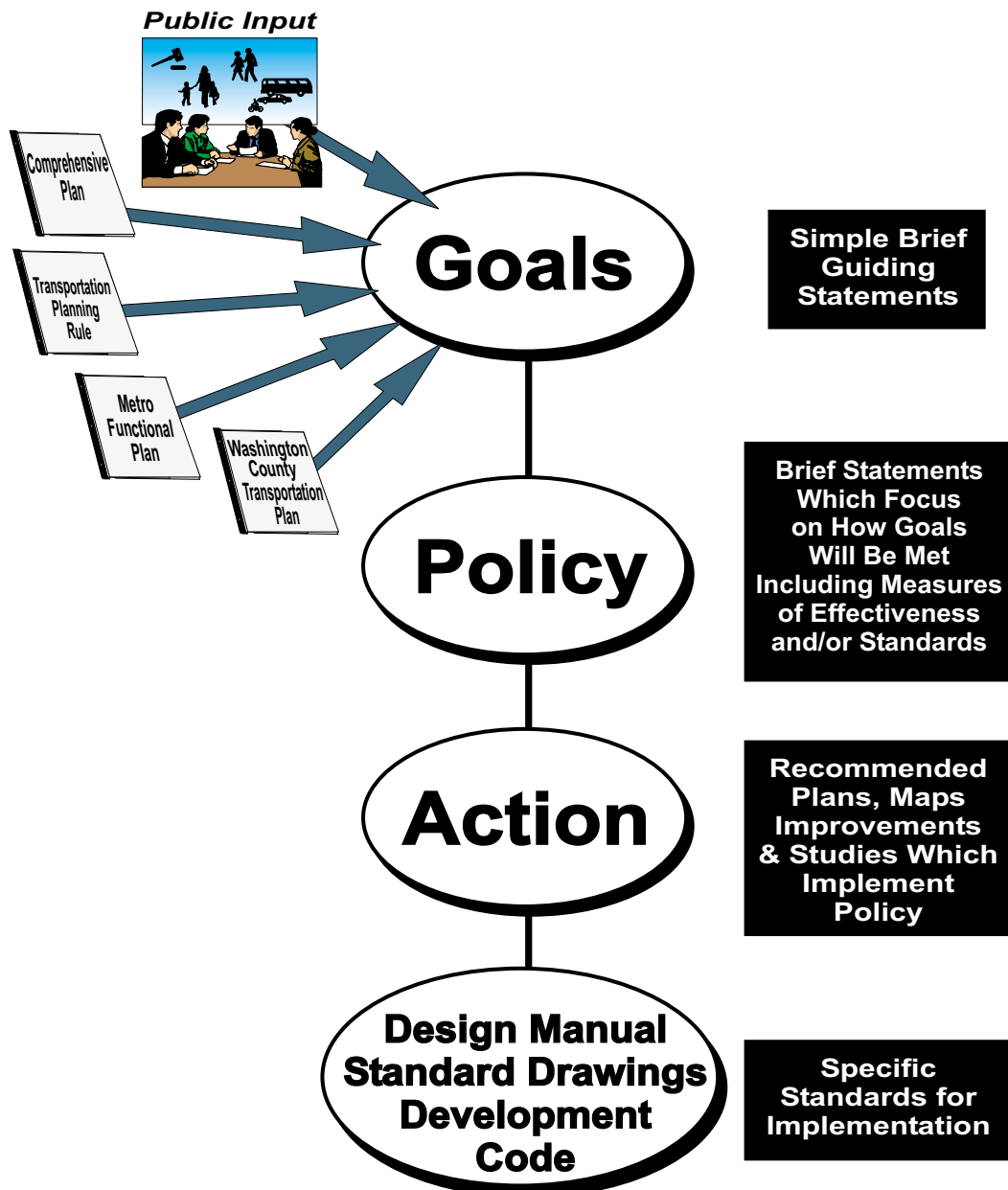
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<sup>1</sup> *Tigard Beyond Tomorrow*, Community Vision—1<sup>st</sup> Annual Report, January, 1998.

<sup>2</sup> ORS 197.175(2); ORS 197.195(1).

## **From Vision to Action**

### **Tigard Transportation System Plan**



**Figure 2-1**  
**GOALS AND POLICIES RELATIONSHIP**

## GOALS AND POLICIES

### Goal 1—Livability

**Plan, design and construct transportation facilities in a manner which enhances the livability of Tigard.**

Policy 1      Maintain the livability of Tigard through proper location and design of transportation facilities.

*Design streets and highways to respect the characteristics of the surrounding land uses, natural features, and other community amenities.*

Policy 2      Encourage pedestrian accessibility by providing safe, secure and desirable pedestrian routes.

*The City will develop and maintain a pedestrian plan in Tigard, outlining pedestrian routes. Sidewalk standards will be developed to define various widths, as necessary, for City street types.*

Policy 3      Address issues of excessive speeding and through traffic on local residential streets through a neighborhood traffic program. The program should address corrective measures for existing problems and assure that development incorporates traffic calming.

*Develop and maintain a program of street design standards and criteria for neighborhood traffic management (NTM) for use in new development and existing neighborhoods. Measures to be developed may include (but not limited to) narrower streets, speed humps, traffic circles, curb/sidewalk extensions, curving streets, diverters and/or other measures, as developed as part of a City NTM plan.*

### Goal 2—Balanced Transportation System

**Provide a balanced transportation system, incorporating all modes of transportation (including motor vehicle, bicycle, pedestrian, transit and other modes).**

Policy 1      Develop and implement public street standards that recognize the multi-purpose nature of the street right-of-way for utility, pedestrian, bicycle, transit, truck and auto use.

*Develop and maintain a series of system maps and design standards for motor vehicles, bicycle, pedestrian, transit and truck facilities in Tigard.*

Policy 2      The City shall coordinate with Tri-Met, and/or any other transit providers

serving Tigard, to improve transit service to Tigard. Fixed route transit will primarily use arterial and collector streets in Tigard. Development adjacent to transit routes will provide direct pedestrian accessibility.

*The Regional Transportation Plan (RTP) and Tri-Met service plans will be the guiding documents for development of Tigard's transit plan. The City should provide input to Tri-Met regarding their specific needs as they annually review their system. This input should focus on improving service (coverage and frequency) to underserved areas. New transit service should be considered concurrent to street improvements when significant street extensions are completed. The City should encourage land intensive uses to locate near transitways and require high intensity uses (i.e. large employment, commercial sites) to provide transit facilities. When bus stops reach 75 boardings per day, bus shelters should be considered in development review. Sidewalks should be available within ¼ mile from all transit routes and transit should be provided to schools and parks.*

**Policy 3**      Bicycle lanes must be constructed on all arterials and collectors within Tigard consistent with the Bicycle Master Plan (with construction or reconstruction projects). All schools, parks, public facilities and retail areas shall have direct access to a bikeway.

*The City will develop a bicycle plan which connects key activity centers (such as schools, parks, public facilities and retail areas) with adjacent access. Standards for bicycle facilities within Tigard will be developed and maintained. Where activity centers are on local streets, connections to bicycle lanes shall be designated.*

**Policy 4**      Sidewalks must be constructed on all streets within Tigard (with construction or reconstruction projects). All schools, parks, public facilities and retail areas shall have direct access to a sidewalk.

*The City will develop a pedestrian plan which connects key activity centers with adjacent access. Standards for pedestrian facilities within Tigard will be developed and maintained.*

**Policy 5**      Bicycle and pedestrian plans shall be developed which link to recreational trails.

*The bicycle and pedestrian plans will need to indicate linkages between recreational and basic pedestrian networks. A primary facility in Tigard should link together Fanno Creek, Tualatin River and the BPA right-of-way in the west of Tigard. Design standards for recreational elements will need to be developed and maintained.*

**Policy 6**      Local streets shall be designed to encourage a reduction in trip length by providing connectivity and limiting out-of-direction travel. Provide connectivity to activity centers and destinations with a priority for bicycle and pedestrian connections.

*The purpose of this policy is to provide accessibility within Tigard, with a focus on pedestrian connectivity. Pedestrian connectivity can be provided via pedestrian/bike paths between cul-de-sacs and/or greenways where auto connectivity does not exist or is not feasible. Wherever necessary, new streets built to provide connectivity shall incorporate traffic management design elements, particularly those which inhibit speeding. As a planning standard, require local streets to have connections every 530 feet in planning local and neighborhood streets.*

**Policy 7**      Tigard will participate in vehicle trip reduction strategies developed regionally targeted to achieve non-single occupant vehicle levels outlined in Table 1.3 of the Regional Transportation Plan.

*DEQ and Metro have developed regional policies regarding trip reduction. Some of these policies are aimed at provision of parking and others are aimed at ridesharing (Employee Commute Options—ECO rules).*

**Policy 8**      Tigard will support the development of a commuter rail system as part of the regional transit network.

*Tigard will support development of a commuter rail system connecting the south Metro area to the Beaverton/Hillsboro area, with stop(s) in Tigard.*

## **Goal 3—Safety**

**Strive to achieve a safe transportation system by developing street standards, access management policies and speed controls when constructing streets, by making street maintenance a priority and through a comprehensive program of engineering, education and enforcement.**

**Policy 1**      Design of streets should relate to their intended use.

*A functional classification system shall be developed for Tigard which meets the City's needs and respects needs of other agencies (Washington County, Metro, ODOT). Appropriate design standards for these roadways will be developed by the appropriate jurisdiction.*

**Policy 2**      Street maintenance shall be a priority to improve safety in Tigard.

*The City shall place a high priority on routine street maintenance to preserve its infrastructure investment.*

**Policy 3**      Safe and secure pedestrian and bikeways shall be designed between parks and other activity centers in Tigard.

**Policy 4**      Safe and secure routes to schools shall be designated for each school and any new residential project shall identify the safe path to school for children.

*Working with the school district, citizens, and developers, the City should undertake a process of defining school routes.*

**Policy 5** Access management standards for arterial and collector streets shall be developed to improve safety in Tigard.

*Guidelines will be developed to provide access control standards. These standards shall be applied to all new road construction and new development. For roadway reconstruction, existing driveways shall be compared with the standards and a reasonable attempt shall be made to comply (consolidating driveway accesses or relocating driveways to a lower classification street are examples).*

**Policy 6** Establish a City monitoring system that regularly evaluates, prioritizes and mitigates high accident locations within the City.

*Review traffic accident information regularly to systematically identify, prioritize and remedy safety problems. Working with the County, develop a list of high collision sites and projects necessary to eliminate such problems. Require development applications to identify and mitigate for high collision locations if they generate 10% increase to existing traffic on an approach to a high collision intersection. Washington County's SPIS (Safety Priority Indexing System) could be used as a basis for determining high collision locations.*

**Policy 7** New roadways shall meet appropriate Lighting Standards. Existing roadways shall be systematically retrofitted with roadway lighting.

*Priority locations for roadway lighting include paths to schools, parks, and town center areas. Local property owners fund lighting districts.*

**Policy 8** New development shall be required to provide safe access and to gain access from a publicly dedicated street (i.e. dedicate right-of-way, if not already on a public street in rough proportionality to the development's impact) and provide safe access.

*Development will be required to provide right-of-way (if needed) and safe access as determined by application of the City's development code and standards for design. The minimum City standards must be met for half-street adjacent to developing property for a development to proceed. This policy applies to both pedestrians and motor vehicles.*

## **Goal 4—Performance**

**Transportation performance measures shall be set and maintained by the City.**

**Policy 1** A minimum intersection level of service standard shall be set for the City of Tigard. All public facilities shall be designed to meet this standard.

*Level of service E (and demand-to-capacity ratio of 1.0 or less), Highway Capacity Manual, Chapters 15, 16, and 17 (or subsequent updated references) is recommended to balance provision of roadway capacity with level of service and funding. ODOT, Metro and Washington County performance standards should be considered on state or county facilities and for 2040 Concept Areas (as defined in Table 1.2 of the Regional Transportation Plan). Monitor Metro and Washington County's current work to develop a*

*level of service standard. The City will work to make the arterial & collector street system operate effectively to discourage “cut-through” traffic on neighborhood and local streets.*

- Policy 2      Parking ratios shall be set to provide adequate parking, while providing an incentive to limit the use of the single occupant vehicle.

*Parking standards shall be listed in the development code for the City of Tigard. DEQ and Metro Functional Plan Title 2 encourages lower parking ratios to encourage use of alternative modes (walking, biking, transit, car pooling, etc.).*

- Policy 3      Work with other transportation providers in Washington County, including Tri-Met, Metro and ODOT to develop, operate and maintain intelligent transportation systems, including coordination of traffic signals.

## **Goal 5—Accessibility**

**Develop transportation facilities which are accessible to all members of the community and minimize out of direction travel.**

- Policy 1      Design and construct transportation facilities to meet the requirements of the Americans with Disabilities Act.
- Policy 2      Develop neighborhood and local connections to provide adequate circulation in and out of the neighborhoods.

*Work toward the eventual connection of streets identified on the plan as development occurs, as funds are available and opportunities arise. As a planning guideline, require residential streets to have connections every 530 feet for local and neighborhood streets.*

- Policy 3      Work with Washington County and ODOT to develop an efficient arterial grid system that provides access within the City, and serves through City traffic.

*As outlined in Title 6 of the Metro Urban Growth Management Functional Plan, access connection standards will be developed. The arterial street system should facilitate street and pedestrian connectivity.*

## **Goal 6—Goods Movement**

**Provide for efficient movement of goods and services.**

- Policy 1      Design arterial routes, highway access and adjacent land uses in ways that facilitate the efficient movement of goods and services.

- Policy 2      Require safe routing of hazardous materials consistent with federal and state guidelines.

*Work with federal agencies, the Public Utility Commission, the Oregon Department of Energy and ODOT to assure consistent laws and regulations for the transport of hazardous materials.*

## Goal 7—Coordination

### Implement the Transportation System Plan (TSP) in a coordinated manner.

- Policy 1      Coordinate and cooperate with adjacent agencies (including Washington County, Beaverton, Tualatin, Lake Oswego, City of Portland, Tri-Met, Metro and ODOT) when necessary to develop transportation projects which benefit the region as a whole in addition to the City of Tigard.

*Maintain plan and policy conformance to the Regional Transportation Plan and Transportation Planning Rule (OAR 660-012). Seek compatibility with all adjacent county and city jurisdiction plans.*

## OTHER PLANS

The relationship of the TSP to other regional planning documents can be puzzle of acronyms, activities and plans. Figure 2-2 summarizes the transportation planning puzzle, identifying where the Tigard TSP fits within the on-going regional context of planning. Many of the most common planning initiatives and terms are reduced to acronyms, which are summarized below:

**TPR** - Transportation Planning Rule, Statewide Planning Goal 12 developed by Department of Land Conservation and Development (DLCD) to guide transportation planning in Oregon.

**OTP** - Oregon Transportation Plan, a federally mandated plan developed by Oregon Department of Transportation (ODOT) to guide statewide transportation development. Consists of several modal plans, developed separately.

**OHP** – 1999 Oregon Highway Plan, defines policies and investment strategies for Oregon’s state highway system for the next 20 years. It further refines the goals and policies of the Oregon Transportation Plan and is part of Oregon’s Statewide Transportation Plan. Standards for access management on state highways is clearly defined as adopted May 1999.

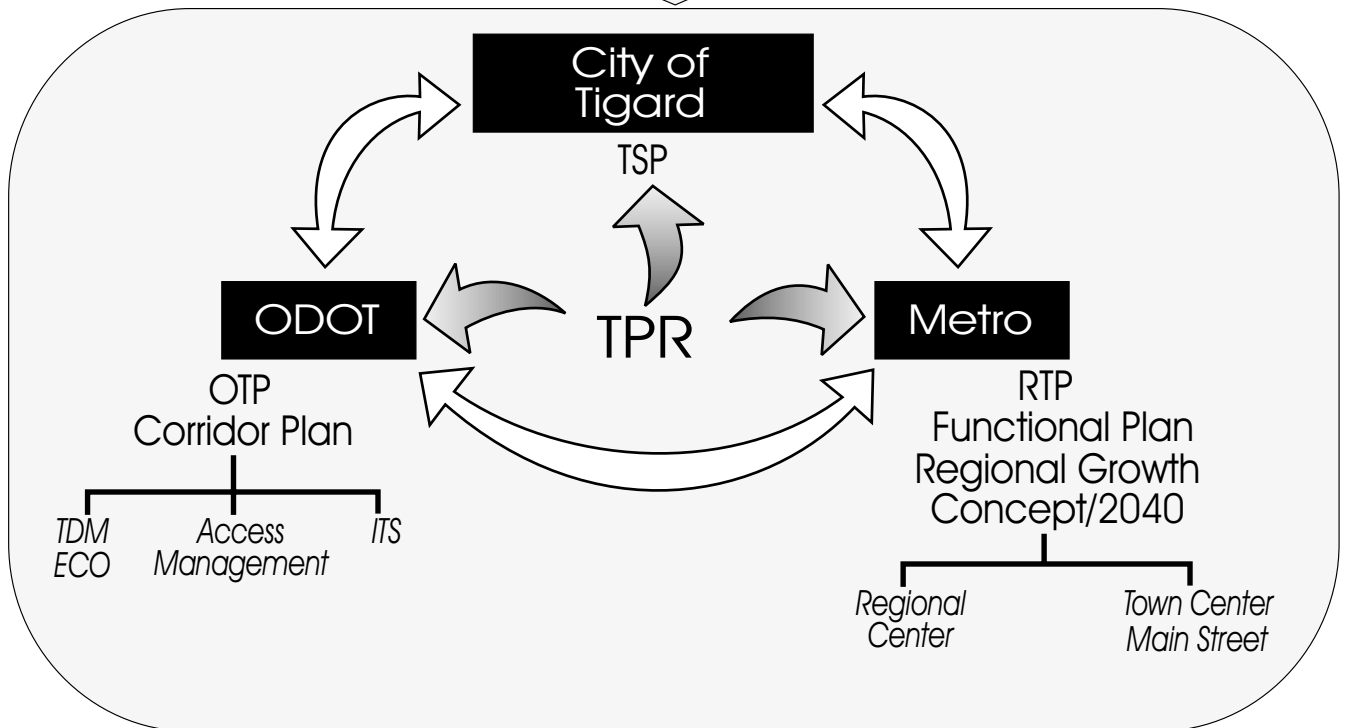
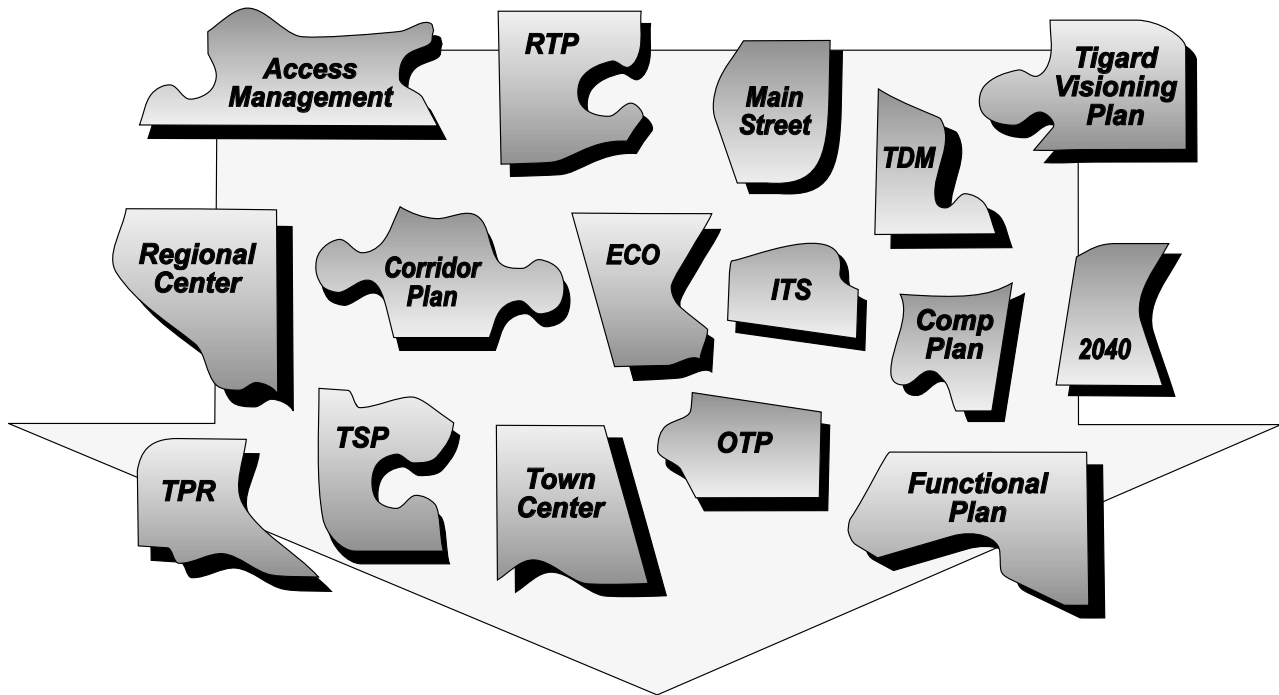
**RTP** - Regional Transportation Plan, developed by metropolitan planning organizations (MPO) to guide regional transportation investment, required to secure federal funding. In Portland this task is performed by Metro (Metropolitan Service District). Adopted August 10, 2000.

**TSP** - Transportation System Plan, a requirement of the TPR for cities and counties in Oregon to guide local transportation decisions and investments. (ORS 660-012-0015(3)).

**Corridor Plan** - ODOT transportation plans which focus on state transportation corridors to specifically outline needs, modes, strategies and effective investment.



# City of Tigard Transportation Puzzle



**Figure 2-2**  
**RELATIONSHIP OF TSP TO**  
**REGIONAL PLANNING**

**Access Management** - Methods to address improved safety and performance of state highways through control of access commensurate with facility needs.

**ITS** - Intelligent Transportation Systems. Use of advancing technology to improve movement of people and goods safely.

**TDM** - Transportation Demand Management. An element of the TSP, that includes a series of actions to reduce transportation demand during peak periods.

**ECO** - Employee Commute Options. An urban area TDM program required by Department of Environmental Quality (DEQ) of employers of 50 or more persons to reduce vehicle trips.

**Functional Plan** – A Metro adopted plan (November 21, 1996, updated September, 1998) which outlines mandatory criteria for evaluating transportation systems and land use, translating state and regional policy to local requirements necessary to implement the 2040 planning effort. Title 2 and Title 6 require that the City adopt changes to its land use regulations to address parking ratios, connectivity and level of service. Superseded by the Regional Transportation Plan.

**Tigard Comprehensive Plan** – This plan is a strategy to guide the City in the conservation, protection and development of the City of Tigard.

**2040** - A long range effort directed by Metro to explore the choices for growth in the next 50 years and defining performance standards for local government to implement the regional growth concept. It defines several development types which will create higher density population and employment centers in the region. They are as follows:

- **Regional Center:** Compact centers of employment and housing served by high quality transit. They will become the focus of transit and highway improvements. Washington Square is identified as a regional center.
- **Town Center:** Provides for localized services within a 2-3 mile radius, with a community identity. There is a town center identified in the Main Street area and another identified near the intersection of ORE 99W and Durham Road.
- **Station Areas:** Development centered on LRT or high capacity transit, accessible by all modes.
- **Main Street:** Similar to town centers, an area with a traditional commercial identity, but smaller in scale, along a street with good transit services
- **Corridors:** Development along a primary and frequent transit corridor that encourages mixed use and pedestrian access to transit. ORE 99W, Scholls Ferry Road and Hall Boulevard have been identified as corridors in Tigard.